



U.S. Department
of Transportation

Federal Aviation
Administration

New England Region Aviation Safety Program

KENNETH R. GOODSSELL - MANAGER, FLIGHT STANDARDS DIVISION
JOHN GAGLIARDI AND GEORGE GABRIEL, SAFETY PROGRAM MANAGERS

NE00FS03

FLY FRIENDLY

The Federal Aviation Administration receives numerous complaints each year from residents regarding aircraft conducting flight training and aerobatic flight near their homes. If you are involved in flight training or perform aerobatic maneuvers, please consider two important things as to where you choose to perform these maneuvers. First, is the location selected for your training maneuvers and aerobatic flight in compliance with Federal Aviation Regulations? Second, will these activities annoy people on the ground? It is possible to be in compliance with the Federal Aviation Regulations and still generate noise or safety complaints from the non-flying public. Generally, the non-flying public views this type of operation as careless and reckless regardless of where it is performed and regardless of the actual hazard. Furthermore, the noise generated during flight training and aerobatic maneuvers draws the attention of people on the ground.

Federal Aviation Regulation 91.303 covers aerobatic flight. The regulation states that pilots cannot perform aerobatic maneuvers over congested areas, over a gathering of people, within the lateral boundaries of the

surface area of Class B, Class C, Class D, or Class E airspace associated with an airport, within four nautical miles of the centerline of a federal airway, or below 1,500 feet above the ground.

It is not easy to find areas within large metropolitan areas in which pilots can comply with the regulations and not generate complaints. Aircraft noise is a major source of complaints from residents living in these areas.

Be aware that aeronautical charts do not always accurately depict the exact location of objects on the ground.

Flying friendly is an important consideration for pilots. Please work with the local airports, pilot organizations and residents in the areas where you perform your flight training or aerobatic maneuvers. For further information and guidance on operating near noise sensitive areas, refer to Advisory Circular, AC91-36C, "Visual Flight Rules (VFR) Flight Near Noise – Sensitive Areas"

LASER LIGHT ACTIVITY WHILE FLYING

The word LASER is short for Light Amplification by Stimulated Emission of Radiation. Lasers are becoming very common in the aviation industry. Although, many of the lasers in use pose little harm to pilots, some pose a greater risk.

The three laser related areas of aeronautical concern to pilots while in flight are the Normal Ocular Hazard Distance (NOHD), the Sensitive Zone Exposure Distance (SZED), and the Critical Zone Exposure Distance (CZED).

NOHD. Eyes directly exposed to the laser beam within this zone have the potential for permanent eye damage, hemorrhage, and/or lesions. Hazard potential diminishes to SEZD or CZED level with filtering such as glasses, windows, and reflections off other cockpit surfaces even while within this zone. SZED. Direct eye exposure within this zone may produce after-imaging or flash blindness effects of short duration. Indirect and/or filtered exposure to laser beams within this zone will produce glare such as that experienced with solar glare during morning or evening driving facing the sun. There may be a reduction or total loss of visibility while the exposure lasts.

CZED. Direct eye exposure while within this zone will not produce significant visual impairment

The two most common laser light activities in the New England Region (CT, MA, ME, NH, RI, and VT) are Entertainment and Research laser light activity. Entertainment light shows are of short duration and confined to a specific direction. Research laser light activity usually requires a more complex aeronautical study and takes place over a longer period of time.

The FAA will at a minimum issue an FDC Notice to Airmen (NOTAM) advising pilots of the NOHD distance during the laser light activity. Because of the greater exposure potential to the flying public on the part of research lasers, a greater amount of safety measures are imposed by the FAA to mitigate exposure. Additional safety measures may include visual spotters, radar motion detectors, and automatic cut-off switches.

Because the areas of activity are constantly growing, it is highly suggested to refer to the Airport Facility Directory (AFD), the Class II NOTAM handbook, and call your local New England AFSS at 1-800-WX-BRIEF for the most recent locations for laser light activity.

WEB SITE

We may not be able to mail “hard copies” of the monthly safety seminars to be mailed out each month. Those with internet capability should always refer to our New England Flight Standards Web Site for current safety seminar information.

http://www.faa.gov/region/ane/Flight_Standards/safecal/safecal.htm

TEMPORARY FLIGHT RESTRICTIONS

Temporary Flight Restrictions (TFR) are in place in many states and are continually being modified to meet changing requirements. TFR's are not depicted on sectional or other aeronautical charts. This has resulted in pilots inadvertently entering the TFR airspace. Violating a TFR area can lead to interception by military aircraft and will result in FAA legal enforcement action.

Proper flight planning is crucial to avoiding flight into TFR's. Pilots must familiarize themselves with all Notices to Airmen (NOTAM) and TFR's along their proposed route of flight. Current TFR information is available through FAA Flight Service Stations (FSS) and the Direct User Access Terminal System (DUATS). The FAA has placed special emphasis on dissemination of this information to pilots.

Every pilot must obtain the latest NOTAM's immediately prior to flight. Pilots should query FSS personnel to ensure that they have the most current TFR information for their route of flight. If in doubt, ask if there are any TFR's to avoid during your flight.

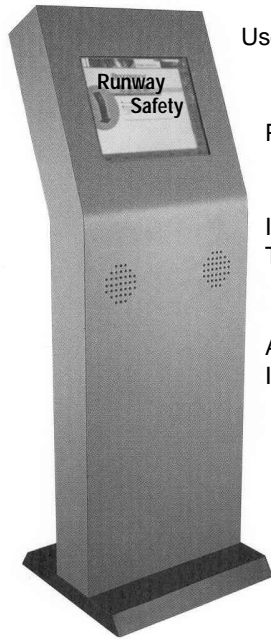
It is important that pilots obtain the most current TFR/NOTAM information prior to flight. The following internet sites will assist pilots in obtaining TFR information concerning their route and increase their ability to determine when and where a TFR is in effect:

http://www.faa.gov/ntap/specialnotams/dc_tfr.gif

<http://www.faa.gov/NTAP/SPECIALNOTAMS/Special Interest Notams.htm>

PLEASE CHECK FDC NOTAM's FOR TEMPORARY FLIGHT RESTRICTIONS APPLICABLE TO YOUR AREA OR ROUTE OF FLIGHT

Innovative Technology



User Friendly

Private

Interactive
Touch Screen

Airport Specific
Information

FAA New England Runway Safety

“Keeping you informed”

What is a Runway Incursion? What can I do to prevent one?

Do you know what the signs and markings mean when operating on airports?

Find out these answers and much more with our user-friendly interactive kiosk, traveling throughout New England airports soon.

Watch for the kiosk airport location schedule at the following FAA websites:

N.E. Runway Safety - www.faa.gov/region/ane/rspo

Flight Standards - www.faa.gov/region/ane/flight_standards

Runway Safety is an important part of operations on all airports. Being prepared through proper communications can ensure the safety of all who operate on the airport.
